## REGISTRATION.

WHO IS ENTITLED TO REGISTER.

To-day and to-morrow the Inspectors of Election will meet at their respective polling-places in this city to complete and revise the registry of voters, and no man who has not attended in person and had his name arolled before 9 o'clock to-morrow night will be permited to vote on the 8th of November under any circum-For the first meeting of the registrars the law royided that the session might continue during two tays, but only in districts which at the previous annual polled more than 400 votes. For this second eeting, however, the language of the law is positive; it nest last two days, whatever the number of voters in district, and remain openffrom 9 a. m. to 9 p. m.

ms qualified to be registered and to vote are those 21 years of age, have been citizens of the United for at least 10 days, residents of the State one ear, of the county four months, of the election district the time of effering to vote, and of the district from thich the officer for whom they vote is to be chosen at last thirty days. If, for instance, a voter has moved on one Assembly District of the State to another within arty days, he cannot vote for Assemblyman, but he can see for Governor and other State officers provided he has cod a year in the State and four menths in the county. le should explain the case to the registrars, who will crite on the margin opposite his name what part of the

of 1865 authorized the inspectors to inscribe on many the name of any person who would be qualig he had not fully completed the requisite age, citizenship, or residence. The law of 1870, as changed this. It expressly provides that ad meeting, on the Monday and Tuesday preok in which the election is to be held, the "shall enroll such applicants for registration pecting the first meeting are not directly that is to say the new law makes no direct e to that meeting,—but Sec. 25 prescribes that reen who shall knowingly register or cause himgistered as a voter in any election district in not all the time a qualified voter," shall be ad-by of felony; Sec. 32 makes it a felony for any to"knowingly permit any person to register as a voter in any election district where he is time a legally qualified voter;" and Sec. 24 other acts or parts of acts inconsistent with The Tammany party has issued a pamphlet ractions for registration in which this import-in the law is ignored. Challengers should watchful, as there is reason to fear that a f lilegal registering has already been done,

staction of the inspectors," that he is qualified to sturalization papers with them to the meeting. No property qualification is now required of colored

CHALLENGING.

The Judge of the Circuit Court of the United States is structed, by the act of Congress of July 14, 1870, to apout for each voting precinct two citizens, one from each official party, who shall be authorized to attend at all ion day, and to challenge any name proposed and any rote offered. When any man is challenged, the inspectors required to examine him under oath as to his qualifi that he is a legal voter his name or his vote cannot be received. The challengers (or Supervisors as they are heir daty at this time is only to challenge. For hinderet of Congress provides a penalty of imprisonment for nder authority of the same law, are to preserve order at

for all manner of illegal voting, and the using, or at-tempting to use, fraudulent naturalization papers; but it to change in the modes of registration.

MEETING FOR CHALLENGING.

On Thursday next the inspectors are required to meet again, at the usual place, and sit from 9 a. m. till 9 p. m., for the purpose of allowing a public examination of the registry. Any elector of the district is entitled to exnine the lists, and to point out the name of any person whom he believes not to be a quantile voter. The hi-pectors must mark all such names, and the persons to whom they belong shall not be permitted to vote without being challenged. Any inspector who violates any of these provisions of the law, by refusing to show the reg-ster, or to mark the names designated to be marked, or to challenge the persons thus indicated, is liable to im-

Begistration is abolished in all parts of the State except the City of New-York. There is, consequently, no registration in Brooklyn.

For the convenience of our readers, we republish the last of polling-places, which are also the places of meeting for the Board of Registrars.

FIRST WARD.

Dist.
1. No. 114 Liberty-St.
2. No. 125 Greenwich-st.
2. No. 135 Pre-st.
4. No. 31 Greenwich-st.
5. No. 50 Greenwich-st. Dist.
6. No. 106 Greenwich-st.
7. No. 22 Greenwich-st.
8. No. 2 Washington-st.
9. No. 106 Broad st. ARCOND WARD. 2.. No. 65 Names of. 1. No. 2 Peck-slip. 1...No. 5 West Breadway, 2...No. 2015 Greenwich at 3...No. 256 Greenwich at WARD.

8. No. 63 West Broadway.

9. No. 63 West Broadway.

10. No. 174 Franklines.

11. No. 69 Hudson st.

12. No. 15 Hudson-st.

13. No. 69 West Broadway. 1. No. 22 Beshrossent. 2. No. 21 Deshrosses at. 4. No. 12 Beshrosses d. 4. No. 411 Green with at. 5. No. 129 Hubsonet.

13. No. 14 Pellest.
14. No. 20 Elizabeth-st.
15. No. 16 Elizabeth-st.
15. No. 16 Elizabeth-st.
17. No. 15 Elizabeth-st.
17. No. 15 Elizabeth-st.
18. No. 71 Meti-st.
19. No. 55 Baner st.
21. No. 91 Banter st.
21. No. 92 Walker-st.
25. No. 100 Walker-st.

WARD. 9. No. 202 Madison-st. 9. No. 252 Managonest.
10. No. 27 Monagonery st.
11. No. 27 Monagonery st.
12. No. 353 Machanest.
13. No. 414 Cherry st.
14. No. 662 Water-st.
15. No. 279 Monroe st.

B WARD.

13., No. 200 Varieb 44.

14., No. 179 Prince 41.

15., No. 180 Prince 41.

15., No. 190 Spring 41.

15., No. 190 Spring 41.

18., No. 140 Spring 41.

18., No. 130 Prince 41.

20., No. 57 West Houston 41.

21., No. 77 West Houston 42.

22., No. 79 Mercer 41.

23., No. 30 Mercer 41.

23., No. 30 Mercer 41. 1. No. 3 december 1. No. 3 de Spring wi.
2. No. 3 de Spring wi.
3. No. 30 Spring wi.
4. No. 40 Hans se vi.
5. No. 273 Spring wi.
6. No. 117 Verick et.
6. No. 117 Verick et.
7. No. 273 Spring et.
8. No. 127 Verick et.
9. No. 402 Verick et.
10. No. 3 de Halsscheit.
11. No. 127 Verick et.
12. No. 3 de Halsscheit.
12. No. 3 de Halsscheit.
14. No. 3 de Halsscheit.

1. No. 25 Nath ave.
2. No. 608 Hedson et.
5. No. 4 Berkent-st.
4. Nos. 75 and 10 Bank-st.
6. No. 100 Charles et.
7. No. 672 Washington-st.
8. No. 723 Weshington-st.
8. No. 233 Wesh Teather.
9. No. 233 Wesh Teather.
10. No. 233 Haiset -st.
10. No. 20 Barrow -st. 11. No. 618 Green wich st.
11. No. 52 Carmine st.
12. No. 54 Carmine st.
14. No. 54 Carmine-st.
16. No. 54 Green wich ave.
16. No. 54 Green wich ave.
17. No. 16 Green wich ave.
18. No. 53 Fourth-st.
19. No. 18 Green wich ave.
29. No. 18 Green wich ave.
29. No. 18 Green wich ave.
27 Waste. TENTH WAND. 8. No. 120 Chrystle at. 9. No. 116 Allen at. 1. No. 25 Canal-st.

9. No. 10 About 1.
10. No. 261 Broune at.
11. No. 51 Essex at.
12. No. 100 Essex at.
13. No. 74 Delancey at.
14. No. 156 Forsythes. A. No. 138 Chralest.

4. No. 138 Chralest.

5. No. 15 Ladlow-t.

6. No. 51 Allenst.

1. No. 77 Fersythet. MARIE 14. No. 140 Lewis st.

I. No. 210 Avenue C.

2. No. 603 East Twelfile-M.

3. No. 327 Tenthod.

4. No. 64 North-d.

5. No. 10 North-d.

5. No. 10 Avenue C.

7. No. 23 Avenue C.

9. No. 27 Avenue C.

9. No. 10 Avenue C.

10. No. 27 Avenue C.

11. No. 13 Avenue C.

12. No. 14 Avenue C.

13. No. 45 Avenue C.

TWELFT 14. No. 140 Lexinot.
15. No. 175 Attorney 84.
16. No. 178 Prinset.
17. No. 111 Shernifet.
18. No. 451 East Houston19. No. 171 Stanton19. No. 171 Stanton121. No. 187 Fig. 8.
22. No. 18 Columbia 84.
27. No. 190 Camon121. No. 190 Camon122. No. 190 Lexinot123. No. 302 East Sixth-81.

FOURTHENNIN WARD.

8. No. 249 Malberry-sl.

4. 9. No. 249 Spring 46.

10. No. 271 Brownes-st.

11. No. 4 Prince-st.

12. No. 4 Prince-st.

14. No. 49 Prince-st.

14. No. 49 Prince-st.

| 110 Macdongal of SELVENTY WARD. | 5.25 West Tweate-accorded. | 1. No. 273 Seventhew. | 1. No. 273 West Filte. | 1. No. 273 Seventhew. 16. No. 129 Sevensh
16. No. 120 Sevensh
17. No. 141 West Sti
18. No. 229 West Fill
18. No. 243 West Fill
18. No. 443 Settlest.
15. No. 443 Settlest.
17. No. 76 Avenue A.
18. No. 65 Statlest.
17. No. 76 Avenue A.
19. No. 17 Thirdet.
21. No. 35 Avenue A.
22. No. 25 First-ave.
21. No. 35 Avenue A.
22. No. 25 Heat Houston et.
24. No. 16 Essevest.
25. No. 2 Stanton et.
27. No. 26 Statlest.
28. No. 17 Allensel.
27. No. 26 Stanton et.
28. No. 114 Norfolk et.
28. No. 114 Norfolk et.
29. No. 20 First-ave.
12. No. 20 First-ave. 1. No. 516 Bast 14th-st No. 354 First ave. No. 354 First ave. No. 354 First ave. No. 350 First ave. No. 350 First ave. .. No. 230 Avenue A. .. No. 1,493 Third-ave.

| NINETRENTH WARS. | 17. No. 722 Fifth-ave. | 18. No. 500 Thrd-ave. | 19. No. 500 Second-ave. | 20. No. 507 Third-ave. | 21. No. 507 Third-ave. | 22. No. 507 Third-ave. | 23. No. 507 Third-ave. | 24. No. 722 Hast Forty-seventh-st. | 25. No. 728 Hast Forty-seventh-st. | 26. No. 728 Sixth-ave. | 27. No. 507 Third-ave. | 27. No. 508 Second-ave. | 27. No. 508 Francise. | 27. No. 508 Francise

TWENTIETH WARD.

12. No. 304 West Thirty-eighth at.
13. No. 569 Righth are.
15. No. 269 West Thirty-Silk-at.
16. No. 269 West Thirty-Silk-at.
17. No. 475 Seventh ave.
18. No. 266 West Thirty-shroid.
19. No. 377 Seventh ave.
29. No. 328 Seventh ave.
21. No. 344 Righth ave.
21. No. 368 Seventh ave.
TWENTY-FIST WARD.
12. No. 309 Seventh ave.
TWENTY-FIST WARD.
13. No. 405 Fourth ave. 10. No. 334 Ninth ave.

1. Broadway, bet, 20th and Blates, 13. No. 1456 Broadway, bet, 20th and Blates, 13. No. 1456 Broadway, bet, 20th and Districts. I. No. 713 Nathewes, 3. Corner 63d et. and 9th-ave.

15. No. 642 Seventh-ave. No. 633 Neventh-ave.
 No. 680 Ninth-ave.
 No. 1,493 Brow. wr.
 No. 652 High-ave.
 No. 662 Highth-ave.
 No. 662 Highth-ave.
 No. 671 Ninth-ave.
 No. 672 Ninth-ave.
 No. 673 Ninth-ave.
 No. 673 Ninth-ave.
 No. 673 Ninth-ave.
 No. 672 High h-ave.

THE MARYLAND JOCKEY CLUB INAUGURAL MEET-ING-FOURTH AND FINAL DAY-MADAME DUD LEY WINS THE TWO-YEAR OLD SWEEPSTAKSS, MY MARYLAND THE HANDICAP, GLENELG THE BOWIE STAKES, AND MIDDAY THE CONSOLA-TION PURSE-DELIGHTFUL WEATHER, AND AN IMMENSE ATTENDANCE.

Saturday was the fourth and last day of the inaugural meeting of the Maryland Jockey Club, and the veather, as on the previous three racing days, was fine. Large and fashionable as had been the attendance on the opening and subsequent days, yet it cuminated on the final day of the meeting. Fully 25,900 persons were assembled on the Course and the Grand Stand the latter presenting an array of beauty, fashion, and loveliness rarely witnessed. The has been a success in every respect. The racing has been the receipts of admission on the first day alone amounted to \$12.000, leaving the proceeds of the last three days terom a handsome nucleus for the future operations of the Club. It is the intention to hold two meetings annually, in the Spring and Fall, and from the enthusiasm manifested by the cutiesns of Baltimore, and the State generally, during the elementing just terminated, and the overflowing patronage they bestowed upon it, the future success of the turf in Maryland is placed beyond the possibility of failure. Gov. Bowie, the President of the Club, and his colleagues, must feel deeply gratified at the success which has attended their efforts to revive racing in their state, once so distinguished in the annals of the American furf, and they are entitled to the highest honors for their exertions.

The victory of Gov. Boure's filly, My Maryland, in the handicap, eleited an expression of feeling on the part of the vast assemblage, which shows his great personal popularity, as well as the manner in which the spectators had individually identified themselves with the zuccess of the representative of his stable. When My Marythe receipts of admission on the first day alone amounted

tors and individually identified inclusives with the representative of his stable. When My Maryland was seen in front bearing to the goal, far ahead of her competitors, the white and crimseaucolors of the Governor, the thunder of enthusiastic cheering which burst from twenty thousand throats has never been paralleled on a race-course. Ladies fairly shouted with delight, and the cry of "My Maryland" broke from their lips, repeated again and again as the band struck up that popular air. The success of Mr. M. H. Sanford's filly, Madame Dualley, was also well received by the assemblage, as had been his victory in the Dinner Party Stakes with Preakness, for [Marylanders well know how much they are indebted to that straightforward turfman for the establishment of the Maryland Jockey Club, and the holding of this inauguration meeting. He it was stakes with recamber to that straightforward tursman for the establishment of the Maryland Jockey Club, and the holding of this inauguration meeting. He 4 was who originated the idea of the Dianer Party Stakes, to be run at Baltimore, and by so doing gave impectus to the movement for reviving the Maryland turf; and, by a happy coincidence of circumstances, he won the stake he was the primary cause of opening. With characteristic liberality, Mr. Sanford has announced his intention of constributing \$2.000 to a new stake, in place of the Dinner Party Stakes, '\$500 entrance, half forfeit, two miles, to be run at the Baltimore Fall meeting in 1872; entries to be made as yearlings, and to close on the 1st December next. Such a stake will surpass in popularity the Dinner Party Stake, with its \$1.000 entrance, and the increased number of subscribers will make its value equal to, if not exceed, the stake just won by Mr. Sanford.

The two-year old sweepstakes, mile heats, was the first race; winners during the year carrying 7 pounds extra. Two ran out of the four nominations—Mr. Sanford's bay fully Madame Dudley, and Mr. Keete Richard's bay coit Euckshot. Both carried the penalty, the filly for winning at Jerome Park, and Buckshot for winning at Cincinnati. The betting was \$100 to \$40 on Madame Dudley, who made the remning throughout, and won, hard held, by six lengths. Time, 138.

EMMAN.

PINICO CORRER. Saturday, Oct. 22—Sweepstakes for two-rear-olds. Dash of a mile. Winners during the year of one race, seven the strativo races. Let he strate \$500. Closed Sept. I, with four entries.

M. It Sandford's b. I. Malame Dadley, by Lexington, dam by Flying Dutchman.

A. Keeze Richard's b. c. Buckshot, by Knight of St. George, dam by 2

Dutchman A. Keene Riebard's b. c. Buckshot, by Kulght of St. George, dam by

A Keese Richard's b. c. Buckshot, by Knight of St. George, dam by Giencoe.

Time, 1:48.

The Handicap purse of \$500 for thee-year olds came next, one-mile dash, for horses that had run during the meeting. There were six runners—My Maryland, 86 %; Dennis Burns, 88 %; Ortolan, 90 %; Lida Grissom, 86 %; Dennis Burns, 88 %; Ortolan, 90 %; Lida Grissom, 86 %; Lady Petry, 90 %, and Mozart, 83 %. The pool betting was My Maryland, \$200; Ortolan, \$100; Lida Grissom, \$100; Lady Petry, \$400; Dennis Burns, \$400; Mozart, \$45. Ortolan took the lead, with Lida Grissom next, Lady Petry haird and the favorite fourth; but at the turn Lady Petry went in front, and made the running at a good pace until fairly into the home-stretch, when My Maryland came through her horses, and bearning Gov. Bowie's colorstriumphantly in front, won the race eleverly by a length. Ortolan second, Lida Grissom third, and Lady Petry fourth. The judges ruled off Burns, the jockey of Ortolan, for four riding, and gave second and third place to Lida Grissom and Lida Petry. Time, 1:48. The victory of My Maryland was received with a tornado of applance by the spectators, and the scene will not readily be forgotten by those who withessed it.

SEXMAN.

Handiesp purse. \$500 for three car also that.

by those who witnessed it.

Handicap purse, \$500; for three-year olds that have run during the meeting; one mile; weights announced the evening before the race.

Bowle & Hall's eh. S. My Maryland, by Brown Dick, dam Fanny McAllister, by O'Mears, 1

Keene & Grisson ach f. Lida Grisson, by War Danor, dam Mary Cass, by Whilebone. 2

Thompson & Franklin's br. f. Lady Petry, by Lexington, dam Amed's dam.

by Whilebore. 2

Thompson & Franklin's br. f. Lady Petry, by Lexington, dam Mary Cass, by Whilebore. 2

Thompson & Franklin's br. f. Lady Petry, by Lexington, dam Ansel's dam. 2

Carrell & Coar's br. c. Oriolan, by Doneraille, dam Canary Bird. 0

Gaffier & Tully's gr. c. Demins Baras (late Chanceste), by Lightning, dam Lorette. 8

Bacon & Holland's ch. c. Mozart, by Australian, dam by Lexington. 0

The third race was the Bowie Stakes, for all ages, four-mile heats, \$500 subscription, \$500 forfeit, with \$2,000 added by the Club. There were 18 cutries, and six of them came to the post. These were Mr. Sandfori's bay filly Niagara (full sister to Preakness, Bayonet, Bayleaf, and Beacon), four years; Mr. Heihardson's bay mare Carrie Atherton, five years; Mr. O'Fallon's chestnut horse Plantagenet, six years; Mr. O'Fallon's chestnut horse Plantagenet, six years; Mr. Doswell's brown horse Abdel Kader, five years; Mr. Belmont's bay colt Gleneig, four years, and Measrs, Bacon and Holland's bay mare Namie Douglas, four years, Mr. Babeock's chestnut horse Heimbold was expected to be among the starters; but after his defeat by Gleneig in the Breakfast Stakes, two-mile heats, his owner struck him out of the race. A field of six horses in a four-mile-heat race was never witnessed but once on the American turf. The betting among the professional furfmen was very heavy, and tens of thousands of dollars were invested on the different horses in the race. Carrie Atherton was the first bent of a four-mile race in the fast time of 7:322. Plantagenet was second ance in the fast time of 7:322. Plantagenet was second in the first time, the hade heat the sud this spiring, and was only taken up and pat in training when his stable companion, Pat Mailoy, broke down. He was therefore about on two rk. Namie Douglas ranked next, on the strongth of her victory at Jerome Park cond in third heats. Abdel Kader had many friends, for they had seen him go the journey

before. Mr. Sanford's mare Niagara had never gone four miles, neither had Mr. Belmont's representative, (ilenelg, but both had warm supportors—the former for her own brilliant performances on the turf and her grand pedigree, and the latter from his recent double victory over the redoubtable Helmbold at three miles and two-mile heats. In pools Carrie Atherton sold for \$20; Plantagenet, \$400; Abdel Kader, \$45; Niagara, \$75; Nannie Douglas, 80, and Glenelg, \$60. Palmer rode the latter, C. Miller was on Abdel Kader, \$45; Niagara, \$75; Nannie Douglas, Discoll on Niagara, and a colored boy on Carrie Atherton.

First Heal.—Niagara took the lead, with Carrie Atherton second, Plantagenet third, Abdel Kader fourth, and Glenelg pext, Nannie Douglas bringing up the rear. Niagara led the lot a length at the quarter, all the others being in Ide Same positions. On the backstretch Plantagenet deprived Niagara of the lead, and on the third quarter Abdel Kader took second place. As they passed under the string on the first mile, Plantagenet led Abdel Kader a length—Niagara two lengths behind the latter, Glenelg as far behind Carrie Atherton, and Nannie Douglas last. On the second mile, Nannie Douglas became second, and Abdel Kader fell into third place, Carrie Atherton next, and Glenelg last, and they passed under the string in this order, Plantagenet leading Nannie Douglas half a length. On the third mile, Nannie Douglas half a length. On the third mile, Nannie Douglas half a length. On the third mile, Nannie Douglas half a length. On the third mile, Nannie Douglas half a length. On the third mile, Nannie Douglas half a length. On the third mile, Nannie Douglas half a length. On the third mile, Nannie Douglas half a length. On the third mile, Nannie Douglas half a length. On the third mile, Nannie Douglas half a length. On the third mile, Nannie Douglas half a length. On the third mile, Nannie Douglas half a length. On the third mile, Nannie Douglas half a length. Ale the hird third mile, Nannie Douglas half a length. On the th

by Wegoer.

A Keene Richard's b. m. Carrie Atherton 2 years, by Lexington.

dis.

The last race was the Consolition Purse of \$500 for beaten horses, one mile and a half. Nine ran—Middlay.

Hilarity, Denis Burns, Alta Veta, White Settlement date St. Patrick), Crown Prince, Lady Petry, Mozart, and Sue Dogherty. Midday was the fas orite against the field, and making her own running throughout, won casely by four lengths, Adta Veta second, and Mozart third. Time, 223. This race terminated a highly successful meeting.

Consolation purse, \$500, for beaten horses, all ages, mile and a half. John Hunter's bt. f. Midday, 3 years, by Palge, Osa Nueste.

1. J. O'Fallon's h. m. Alix Veta, 4 years, by Vandal, dam imp. Filagree 2 Boon & Holland's ch. c. Muzart, 3 years, by Anatonian, van by Lessington.

THE CHICKASAW JOCKEY CLUB BACES. MEMPHIS, Tenn., Oct. 29 .- At the Chickasaw Joekey Club races to-day—the selling race—a dash of two miles, for all ages, for a purse of \$390, was won by Allie Hunt, beating Bob Shelton second, and Benita third.

Pallicoout, the indian champion of America, has gone to England, where he will be matched against the crack pedestrians of the old country.

Young Bessunger, the crack Canadian billiard player, after the Dions, has removed to New-York, where he will probably practice for the championship.

The Shararock Lacrosse Club has won the championship of Canada besting the Mourenish against

The Shararock Lacrosse Club has won the championship of Canada, beating the Mentreals 2 games to 1. The Shararock Club will probably visit New-York.

At the Napanee Fall races, Nettie won the \$500 race, two miles, beating Viiey, Rabbit Hash, and five others, and Lady Hamilton the open trot, best time \$2.34\).

Frank Dion was beaten by Alphonse Derome of Montreal in a 1,200-point buildard match by 17 points, Winner best run, 135; average, 14. The match was for best run, 135; average, 14. The match was for best run, 135; average, 14. The match was for the control of the c

LOCOMOTIVE ENGINES.

HISTORICAL REMINISCENCES-HOW THE ENGINES ARE MADE-HOW TESTED-NUMBER, VARI-ETT, AND POWER FROM ONE ESTABLISHMENT.

Eighteen hundred men make a locomotive engine in one day—boiler, cylinders, frame, driving-wheels, truck, stack, cab, pilot and tender complete—the speed of forty miles an hour and the power of a thousand tuns created in a day. On the 25th of April, 1831, a miniature locomotive en-

On the 25th of April, 1831, a miniature accommon engine, drawing two cars with seats for four persons, was set in motion on a track laid in the rooms of "Peale's Museum," in the City of Philadelphia. Great numbers of people, not only from the city but from distant parts, visited the Museum to witness the performances of this wonderful machine. Previous to that date only three attempts had been made in the construction of locomo-tives by American mechanics. Two engines, the "Pho-nix" and the "West Point," had been built at the West Point Poundery, in 1830, for the South Carolina Railroad, and a third, the "De Witt Clinton," for the Mohawk and Hudson Railroad, was completed in the Spring of 1831.

and a third, the "De Witt Clinton," for the Mohawk and Hudson Railroad, was completed in the Spring of 1831. Two locomotive engines had been imported from England, one in 1828, for the Carbondule and Honesdale Railroad in Pennsylvania, and another for the Mohawk and Hudson Road, in 1830. The little engine amusing the visitors at Peale's Museum was the invention and work of Mr. Matthias W. Raidwin, then a skillful and enterprising mechanic of Philadelphia.

In the following year Mr. Baldwin received an order from the Germantown Railroad Company for the construction of a locomotive engine to run on their road. This was, at the time, a very formidable undertaking. Only one mechanic in America had yet succeeded in creeting a locomotive that would draw more than its own weight on a horizontal track. Several unsuccessful attempts had been made, resulting in loss and discouragement to the experimentors. However, Mr. Baldwin had confidence in his ability to surmount all difficulties, and he agreed to build the engine. Wathout tools, patterns, or models, he entered upon the work with only his genius to guide him, and on the 23d of November, six months after receiving the order, he placed the "Fronsides" on the road. Its success and the sensation which it produced are now matters of history. It is enough to say that it established a reputation for its builder that secured for him more work than the capacity of his shop could accommodate. Before the close of 1834 he had completed five engines. New shops were creeted, and in 1835 four-teen locomotives were built; in 1836, forty; and in the mexi year, forty-tive. The business was, therefore, fully established and grew from year to year, experiencing with other departments of nanufacture and trade periodical revulsions, but yet moving forward until the "Baldwin Locomotive Works" assumed and maintained the eaviable distinction of heing the most extensive locomotive extablishment in the world, and from the capacity of one small engine in six months, the worls, within a third o

motive establishment in the world, and from the capacity of one small engine in six months, the worls, within a third of a century, attained the capacity of one engine a day, or over three hundred of the most powerful and complete railroad locomotives in a year.

One of the accrets of the great success of the works lay in the genius of their founder. Mr. Baldwin was lifted with a mind fertile in practical inventions to a degree rurely found in any country. During the earlier years of his experience as a locomotive builder, almost every engine produced was in some particular an improvement over any of its predecessors, many new devices or changes in sembination giving increased strength, durability, and general efficiency to his machines. The firs great improvement in his engines was the invention of the "ground joint," which superseded the old canvas and red lead joints then in use. The device of the half crankaxle, by which an inside connected engine with outside cylinders was made possible; the flexible parallel-beau truck for the two forward pairs of

bias ksmith shop, stable, and storage room, not enumerate the third beat Zara was withdrawn. Adle Hunt was first and Jim Heaton. Allie Hunt was flist and Jim Heaton. Allie Hunt was first and Jim Heaton second. Time—135.

Wikliam Jakes has beaten O'Conner for the champion cue of Ontario, which becomes his property.

At Listowell, Nettie won the reile heats, three is five; Terror, the Association plate, and Tom Allan the beaten path.

At the Belleville races, Julia Dean won the faile heats is in 5, beating Redbird date kabbit Hash) in a race of seven heats.

At the Aurera races Netfie won the mile heats, beating John Bell and Uora Kista the hurdle-race, for which seven ran.

In a practice game at Montreal, Joe Dion beat Cyrille Dion by a secre of 1000 to 237, making an average of 111 and a break of 468.

Halifax is getting up a \$5,500 purse for a six mile boak-race next year, for which the Tyne and Paris crews will certainly compete.

Paillebout, the Indian champion of America, has gone to England, where he will be matched against the crack peleciarinas of the old country.

Young Bessunger, the crack Canadian billard player, atter the Dions, has removed to New-York, where he will probably practice for the championship.

The Sharrock Lacrosse Club has won the

Company Services Company Nos. Dismeter.

Built with tank on holler of separate tender. Road Engines. Road Englass.

For boilors it is gradually but slowly coming into use. The first cost for a steel boiler is from \$250 to \$500 greater than for fron, but the superior strength and durability of those made of steel plate fully warrant the expenditure, in the judgment of many railroad officers.

Before being put into a boiler, every sheet, whether of steel or iron, is carefully tested, and the slightest flaw or imperfection in the metal is at once detected by the expert who devotes his whole attention to this important duty. If tried and not found wanting, the great jaws of steam shears cut them to he required size; four great flange fires then receive them, where they are softened so as to be pressed and beaten into the proper curve; the steam punching machines or the drilling machines, as the case may be, perforate the edges with holes of exact size, form, and equidistant; then with hammer and tongs, the sheets are tacked together by an occasional rivet, a powerful crane takes the skeleton up and delivers it to the steam riveting machine, where every rivet is elenched under three strokes of 60,000 pounds each. The precision and power with which this machine does its work is a marvel of mechanical skill.

The "fire-box" having gone through a similar process now meets the "shell of the boiler," and the two are joined firmly together by screw stayboits; the waist or cylindrical part is then artached, and the boiler is complete. It is placed upon wheel-trucks and sent over a track to the erecting shop.

In the same time that it requires to do this work in the boiler shop, by an exact distribution of force, the workmen in the foundery have drawn the liquid metal from their roaring furnness, have cast it into forms for cylinders, driving-wheel centers, chests, valves, &c. "These, received in the Willow-st. machine shop, have been bored, planed, heads turned and ground to a perfect ill, and, as complete cylinders and steams-chests, are sent to the erecting shop. The drivers are sent from the foundery to the first-floor machine shop;

to the erecting shop. The drivers are sent from the foundery to the dist-floor machine shop; the axies, forged under a heavy steam hammer, are delivered to the same place. The tires for many of these drivers are made at "The Wm. Butcher Steel Works," at Niectown, and are pronounced, by competent judges, equal to the best imported. Seven thousand have been in use, some in hard use, for several years, and give entire satisfaction. Note this fact to the credit of American steel manufacture. The crank-pins are received in the rough from the Baldwin & Liveszey Steel Works, Frankford. In the machine shop the tires are bored and shrunk on the centers of the drivers, the axles and pins are turned, the tires are shaved down to exact equality of size, the axles and crank pins are forced into the wheels by hydraulic pressure of from 20 to so tuns, and the drivers complete are sent to the creeting shop. The truck wheels go through the same process, and are sent to the erecting shop.

Under the penderous strokes of the steam-hammer of 21 tuns power, great fron frames are forged out, and federals are websed to them under the same weight. These frames are roughly dressed up by hand in the smith shop; they are then taken to the Willow-st. shop, where they are planed, slotted, drilled, and completed in every part. The "frame" is the basis or foundation to which all the parts of the locomotive are bound. It too is sent to the creeting shop. Meantime the trucks, smoke-stacks, cabs, and tenders have been made in their respective departments, and are ready for the engine proper.

Having thus made the tour of the construction department, we now enter the creeting shop, that general receptacle where all parts are received and where issue continued.

specified characteristics, and are ready for the engine proper.

Having thus made the tour of the construction department, we now enter the erecting shop, that general receptacle where all parts are received and whence issue complete locomotives deatined for all parts of the centiment. Here in an area 168 feet long by 140 wide, under an arched roof, acted with steam-pipe, water-pipe, and suspended tracks, the parts prepared in other departments of the establishment are brought together. Boilings, cytinders, frames, guides, crossheads, drivers, and other articles innumerable, are here tossed together in what, to the unpracticed eye, seems inextricable confusion. Upon closer inspection it is found that every article has piainly marked upon it the letter and number of the engine of which it is to form a part. We find here twenty or more boilers mounted on trestics, gauge of men at work, managed by as many master mechanics, under the direction of the foreman of the shop, the whole under the supervision of the superintendent of construction. To these boilers the parts are brought and attached; and, what is most marvelous, here are boilts made in one part of the works to be laserted into holes made in another; bars, screws, pins, yokes, &c., fit to such exactness that the thinnest film of oil is an obstruction. The wouder is how such absolute precision is possible in an establishment employing nearly two thon-saud men, distributed throughout different shops. Upon expressing surprise at this circumstance, I was taken to the department of "standard measurements." There I saw gauges made of hardened steel for the measurement of every fraction of an inch, gauges for turning bolts, for boring holes, for cutting threads or screws, for planing surfaces; gauges for reamers, for crossheads, for boits, and bult-heaus. Also calipers for every length of inside and outside measurement required in the works. Each department is supplied with a complete set of these gauges and calipers required for the measurement of parts made ther

is let on, the valves are opened and the drivers revolve, at first slowly, then at fair "service speed." The inspector is again present; he lays his finger on the piston rod, connecting arms, drivers, and cylinder heads, and, feeling the pulse of the new muchine, detects the slightest jar, fremor, or irregularity in motion, and orders its correction with infinitely more exactness than the most skillful practitioner discovers, and cures the disorders of his human patient. The locomotive is then pronounced complete, it is see entered upon the books of, the firm; the trestle-work is removed, and the engine is lowered by means of powerful "jacks" to the track on the turntable, whence it is run out on the skiling of the Reading Railroad to be shipped to the place designated by the purchaser.

During the past twelve months two hundred and

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purchaser.

During the past twelve months two hundred and seventy-one complete locomotives have been sent from this shop, as follows: In October, 1869, 22; in November, 26; in Decemoer, 22; in Jannary, 1869, 21; in February, 21; in March, 21; in April, 21; in May, 23; in June, 23; in July, 21; in August 24; in September, 24. This is certainly a decided progress from the five engines turned out by Mr. Baldwin in 1835. But the progress which has been made in the methods of construction, resulting in increased efficiency, strength, speed, economy in fuel, and in repairs, is no less wonderful. The archives of the establishment, containing as they do communications covering a period of thirty-five years, and in the handwriting of railroad managers, engineers, and master mechanics, are not only a reflex of the general progress of railroad practice, but bear strong testimony to the efficiency and durability and superior workmanship for which the Baldwin engine has achieved an enviable reputation. An acquaintance with the personnel of the firm will compet the conviction that this reputation is well deserved. Mr. M. W. Baldwin conducted the business of locomotive building in person from 1831 to 1839. In 1839, he associated with himself Messrs, Vall and Hufty, and the business was conducted by the firm of Baldwin, Vall & Hufty until 1831, when the latter withdrew, and Baldwin & Vall continued the copartnership until 1842. In that year Mr. Vail retired, and Mr. Asa Whitney, who had been superintendent of the Mohawk and Hudson Railroad, became a partner with Mr. Baldwin until 1846, when he retired, to engage in the manufacture of car wheels, with which business he is still connected as senior member of the See A section will be placed to the complete state of the complete

can manufactures and the importance of fostering and protecting them.

Here is an establishment, the value of the finished products of which, in 1829, was \$3,39,018 24. Of this sum, \$1,058,358 29 was expended for labor, giving employment to 1,900 or 1,700 men, and, if we allow 5 persons to a family, furnishing a support for a population of 8,000 to 9,000 souls—no inconsiderable portion of the population of Philadelphia. But, further, the remaining two and a half millions represent the amount expended for materials, for tools, for railroad, canal, and steamer freights, for the innumerable incidental expenses of carrying on such a business, and for the return on the capital invested. But of this expenditure for material, lought and used in the manufacture of locomotives, all, without an exception save some few articles not produced in this country, are exchaisvely American products or American manufactures. American boller-plate, American brass, are the principal materials, from which the Baldwin Locomotive Warks construct their machines. All these articles, as they come to To works, represent to their coat price principally Labor, and American Labor at that—labor in mining coal, in smelting ince, in rolling boller-plate, in cutting and sawing immer, &c. If we ge back to the absolute first-cost, or the royalty, for the coal and ore in the ground, and the lumber in the forests, as we logically may, we shall have but a few thousand dol-

On Saturday evening the officers and watch-On Saturday evening the officers and watchmen of the Grafton Bank of Grafton, Mass., which was recently robbed of a large amount of money and bonds, came on to this city to identify, if possible, Wim. Dunn, the burglar whom Capt. Walsh had arrested on suspicton of being one of the gang. A hotel-keeper at Worceater. Mass., at whose house a party of men, supposed to be the bank thieves, took breakfast on the morning after the robbery, also accompanied the bank officers. The watchman failed to identify Dunn as one of the men who bound and garged him, and the hotel-keeper was certain that Dunn was not of the party who took breakfast at his house. There being no evidence to warrant the further detention of the prisoner, Justice Dowling, before whom he was taken yesterday, discharged him.

THE JUMEL ESTATE AGAIN. In the Court of Common Pleas, Chambers,

burning at Salurday, to give the plainth an opportunity to reply to the affidavit of the defendant.

BURNING AT SEA OF THE SHIP ROBERT EDWARDS.

In the United States Commissioners' Court, on Saturday, before Commissioner Osborn, Charles Bardoe, Charles Meredith, Samuel Duncan and Frederick Allen were brought up for examination, on the charge of burning the ship Robert Edwards, of New Bedford, while she was 800 miles from land. The captain was present, and his testimony showed that these men had, without being able to assign any reasonable excuse for their conduct, set fire to the ship and burned her on the 20th of July last. He said that for three successive nights and days he strove to keep the fire down and enosavored to extinguish it, but all his efforts were unavailing, and on the 23d of July he ordered the crew to leave the ship in the boats, and just after they left her he saw her sink. During the time they were on the burning ship their sufferings were of the most extreme character, being unable to go below decks in consequence of the sulfocating fumes that continually arose from the hold. After being on the water in their boats it hours, they were picked up by a ship going to kio Janeiro, where he reported his case to the American Consul and had the detendants put in chains until they could be sent on to New-York to answer before the United States authorities. The Commissioner held the prisoners to await the action of the Grand Jury.

SURROGATE'S COURT-KING'S COUNTT.

Surrogate Veeder last week admitted to probate the wils of the following-named persons: Matilda Rouchas, Charles L. B. Weller, George Wittmann and James Dunbar. Letters of administration were granted on the estates of Rosannas English, Edward Murphy, George D. Quitstorf, Elizabeth Cannon, James B. Littell, Thomas Brown, Mary Ann Whiteroft and De Forest Sutphen, of Brooklyn, and John Brown, of the town of Gravesend. Letters of guardianship of the persons and estate of Julia Quitstorf, Fanny M. Quitstorf, Mary A. Quitstorf and Lucy Ann Quitstorf were granted to Frank Russell, and of Sarah Willard to Thomas Sigley and Maria Sigley. and Maria Sigley.

THE HUGHES-HEATH REAL ESTATE QUARREL. THE HUGHES-HEATH REAL ESTATE QUARREL. In the Supreme Court, at Special Term, on Saturday, the case of Mary E. Hughes against A. H. and Mary M. Heath, already reported, was summed up by Mr. Ira Shafer on behalf of the plaintiff, and Mr. W. O. Bartlett for the defendants. Judge Barnard said that he had already made up his mind as to the facts, and instructed counsel to confine themselves to a discussion of the questions of law involved. At the conclusion of the argument Judge Barnard reserved his decision. For the plaintiff, Mr. Ira Shafer and Mr. Henry W. Bennett; for the defendant, Mr. W. O. Bartlett.

THE JENNINGS BIGAMY SUIT.

In the Court of Sessions, before Judge Troy, Theodore Jennings was convicted, last week, of bigany, in having married one Alice Quick, while he had another wife living. On Saturday Mr. Spencer made a motion for arrest of judgment, on the ground that the trial had been suspended on account of the refusal of the first wife to testify, and that the jury who convicted had been allowed to separate, and were inspanneled on other trials. Judge Troy promptly denied the motion. Jennings will be sentenced this week. In the Court of Sessions, before Judge Troy,

· SUIT FOR DAMAGES.

In the Supreme Court, Part II., before Judge Brady, the jury in the case of Matilda A. Moody against George A. Osgood gave a verdict for the plaintif of \$2,500, to which the Court added an extra allowance of five per cent. The case has been already reported, the action being brought to recover damages for injuries received by reason of the defendant having driven over the plaintiff when she was alighting from a car at Eighth-ave, and One-hundred-and-twenty-fifth-at. For the plaintiff, Mr. Smyth and Mr. McKeon; for the defendant, Mr. Buckley.